

Cardboard Village Revisited

By TONY KELSO

"Bayview compact little modern Cape. Pine panelled living room, study, dinette, modern kitchen, 2 bedrooms and bath up, 2 bedrooms and bath down, garage, convenient location. \$12,200."

This advertisement from a 1952 *Duxbury Clipper* could have been written about many houses in the neighborhoods of Bayridge-Bay View Road or Wadsworth Road-Indian Trail. In 1952, these were the "new" neighborhoods in Duxbury, built on the high lands off Bay Road. Now 50 years later, the one car garages, pleasing house styles and the snugness of 1/2 acre lots of these neighborhoods have a charm all their own. Yet in the early 1950s there was trepidation about how these new neighborhoods might accelerate the suburbanization of Duxbury.



The stories of these two neighborhoods are similar and reflect their "baby boom" era. Actually, both neigh-

borhoods began the transition from farmland to houses in the 1920s. In 1923, Frederick Knapp, who ran the Powder Point School and dabbled in real estate, built a few summer cottages in the area of Bayridge Lane nearest Bay Road. A similar development of small cottage lots of 4,000-square feet was planned by William Beals in what became Wadsworth Road. Included in that plan were streets called Dorothy and Barbara roads. The lingering Depression of the 1930s forestalled any further development in these two areas.

By the early 1940s, things were changing in Duxbury. In 1939 the Old Colony Railroad ceased running trains through Duxbury. The right of way was for sale, which helped open up and make more desirable the land between Bay Road and Tremont St. A few lots were created in the part of Bayridge Lane closest to Chestnut Street before the rationing of World War II made construction impossible.

After the war, the need for housing was acute all over the United States as veterans returned, married and started families. The world had changed and places like Duxbury were forced to change with it. The first zoning in Duxbury was voted in 1944 with minimum 20,000-square foot lots and 100 feet of frontage. Within 10 years, Duxbury put in place subdivision control bylaws and the lot size for new house lots increased to 30,000- and then 40,000-square feet in 1954.

The need for controls on growth can be seen as building permits in Duxbury leapt from 51

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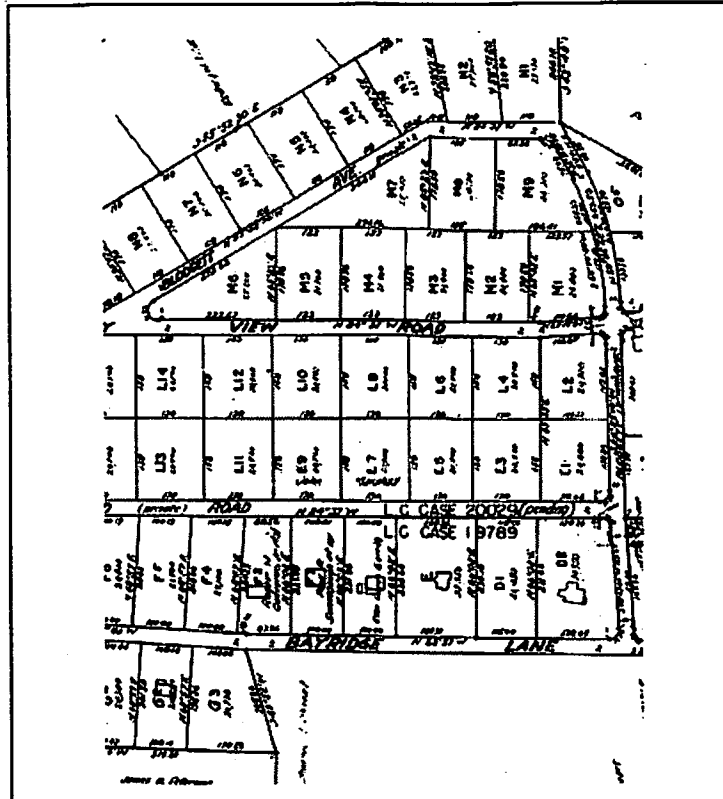
Duxbury Clipper

Cardboard Village Stood the Test

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affairs. The neighborhoods were not stereotypes as in "Leave It To Beaver," but were a tight neighborly mix, with Christmas caroling and block parties making them friendly places to settle down.

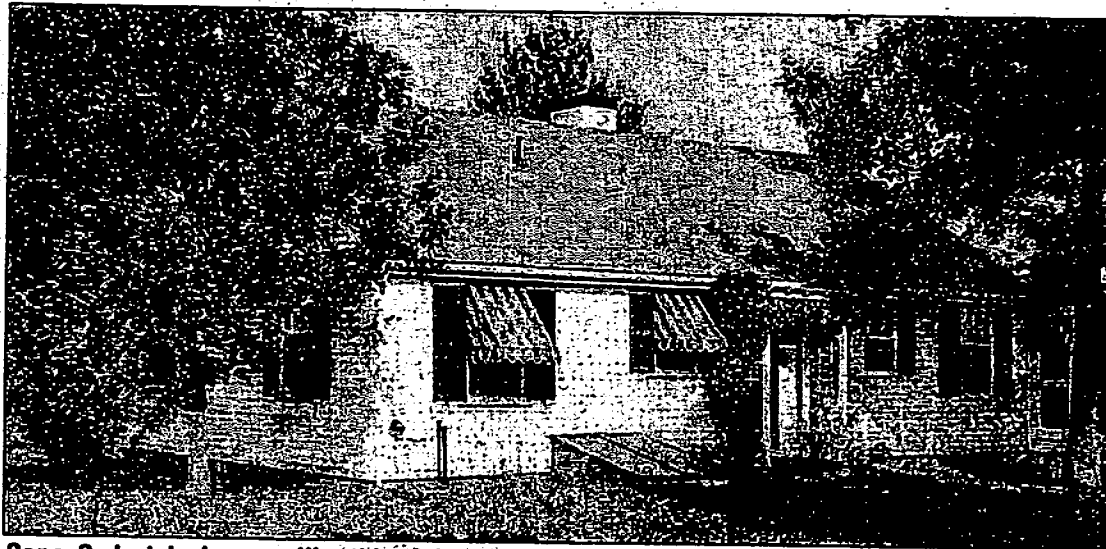
These two neighborhoods of early 1950s Duxbury were the breaking wave of new neighborhoods that sprang up even before Route 3 opened in 1962. From Duxbury Lake Shores on the far western edge of Duxbury, to Carr Road in the north, and the Captain's Hill, Hornbeam and Eagles Nest Road areas, Duxbury saw itself grow in all parts of town.

Now as you drive or walk the quiet streets of the Bay View Acres or Indian Hill neighborhoods half a century after they were built, any fear of uniformity or suburbanization is long gone. Generations of families have called the sturdy and versatile Cape Cods home, and the houses remain modest in size and their smaller lots create a



The 1948 plan of the intersection of Blodgett Ave and Bayview Road at the heart of the Bay View Acres neighborhood.

pleasing streetscape. These still vibrant 1950s developments have stood the test of time and give the feeling that overly large houses and lots are not really needed for a true sense of neighborhood.



Cape Cod style houses like this one on Bayridge Lane dot the first new neighborhoods in
Duxbury built after World War II.